

MOBILITY



3

Neighborhood mobility addresses pedestrian, bicycle and vehicular movement within and through an area. Whether for transportation or recreation, good connectivity improves the quality of life for neighborhood residents. The purpose of mobility in neighborhood planning is to ensure that there are all modes and routes of transportation, including designated bike routes, an extensive sidewalk network, and local transit services are safe, reliable and minimize stress on the road system.

The Central College Station neighborhood has a relatively dense network of thoroughfares, sidewalks and bikeways that provide connection to neighborhood centers as well as to the surrounding community. Gaps or lack of service in some areas make it difficult for some residents to utilize all mobility options in the neighborhood. The vast majority of residents live within 1,500 feet (ten minute walk range) of a neighborhood center like a school, park, or commercial area. However, despite the existing networks, most residents only utilize vehicular transportation to those centers.

Neighborhood centers are common, centrally located destinations for surrounding residents. They generally provide some necessary service, ideally within walking distance, and a means to connect people.

Typically neighborhood centers are parks, schools, or commercial clusters.

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Brothers Pond Park is an example of one of the neighborhood centers for Central College Station

The purpose of this chapter is to outline strategies to support improved mobility in and through the Central College Station neighborhood. This chapter identifies key planning issues facing the neighborhood in relation to mobility and further identifies opportunities to address those issues. The goal for this chapter is as follows:

Promote a safe, well-connected, context-sensitive, multi-modal transportation system to better connect Central College Station to the rest of the community and its local neighborhood centers.

This chapter focuses on three areas of mobility: thoroughfare efficiency, bicycle and pedestrian network enhancement, and bus transit opportunities. Thoroughfare efficiency evaluates if the existing thoroughfare network is functioning as intended - that streets are built to the correct capacity and context, are properly maintained, and existing intersections are safe. Bicycle and pedestrian network enhancements focus on improvements to the sidewalks and bicycle networks to improve connectivity within the neighborhood as well as to areas outside the neighborhood. Finally, transit opportunities focus on opportunities to promote ridership within the

neighborhood.

Planning Information

This section outlines existing public projects that may impact mobility in the planning area. The locations of these projects are illustrated on **Map 3.1, Current and Proposed Transportation Projects.**

Capital Projects

Wellborn Road/Harvey Mitchell Parkway South Interchange - This project is a Texas Department of Transportation (TxDOT) funded project currently under construction. The purpose of this project is to separate vehicular traffic from interacting with rail traffic at the interchange of Wellborn Road and Harvey Mitchell Parkway South. Harvey Mitchell Parkway South will be elevated and new exit ramps will allow for movement on and off of Wellborn Road.

Metropolitan Planning Organization

The Bryan/College Station Metropolitan Planning Organization (MPO) conducts regional transportation planning efforts. The organization is required for urbanized areas of more than 50,000 people by federal mandate in order to receive federal transportation funding. The organization is tasked with developing long-range transportation plans to serve the metropolitan region in collaboration with the various governmental entities of the region. These plans are utilized to obtain TxDOT funding for new and existing roads. All federally funded projects must be identified in a MPO transportation plan.

Metropolitan Transportation Plan

The Metropolitan Transportation Plan is a 25-year plan for transportation needs within the Bryan/College Station urbanized area developed by the MPO. The current plan was adopted in 2009. The goals and objectives were developed from input from public stakeholders such as the City of College Station, as well as private sector interests. The adopted plan identifies over \$297,000,000 of transportation improvements that are necessary over the next 25 years.

Harvey Mitchell Parkway South Median Project - The 2010-2035 Metropolitan Transportation Plan identified the need to construct medians along Harvey Mitchell Parkway South between Texas Avenue and Wellborn Road. This project will help improve safety through better access management. This project was funded by TxDOT and design is likely to begin in 2010, with construction scheduled for Spring, 2011. Stakeholder input will be coordinated by TxDOT during the planning and design phases.

Longmire Drive/Harvey Mitchell Parkway South - The City recently completed intersection improvements at Longmire Drive and Harvey Mitchell Parkway South to facilitate bicycle and pedestrian traffic. The project includes bike lanes from Airline to Longmire Court, a bridge crossing at Bee Creek, and improved intersection design. This project is in conjunction with the Harvey Mitchell Parkway South multi-use path to facilitate multi-modal transportation options along this corridor.

Harvey Mitchell Parkway South Multi-Use Path - The City is currently in the design phase for a multi-use path to follow along the northwest side of Harvey Mitchell Parkway South from Welsh Avenue to Texas Avenue South. This corridor will provide connectivity to key destinations including A&M Consolidated High School, Bee Creek Park and commercial property such as Wal-Mart (crossing at Longmire Drive). Design is anticipated to be completed in FY2010.

Safe Routes to School

College Station ISD, in conjunction with the City of College Station has submitted grant applications for funding for the two schools located within the Central College Station neighborhood: Southwood Valley Elementary and Rock Prairie Elementary, in addition to College Station Middle School, which is located across Rock Prairie Road. As part of these applications, a Safe Route to School problem is required to be identified along with any obstacles (physical or perceived) to walking/biking to school and any risks or hazards facing children who bike or walk to school. In addition, a description of how the proposed project improves safety within two miles of the school is required along with plans for monitoring and evaluating the impact the project has made on walking and biking to school. City staff identified and proposed the following projects for each campus:

Rock Prairie Elementary - Bicycle and pedestrian crossing on Welsh at Edelweiss Ave consisting of pavement markings, signage and flashers.

Southwood Valley Elementary - Bicycle and pedestrian crossings on Brothers Boulevard at Longmire Drive, Deacon Drive, Treehouse Trail, Todd Trail, and Ponderosa Drive consisting of pavement markings, signage and flashers.

College Station Middle School - Bicycle and pedestrian crossings at the intersections of Rock Prairie Road at Rio Grande Boulevard, Normand Drive and Westchester Avenue consisting of pavement markings, signage and flashers.

Grant funding for Safe Routes to School projects will be awarded by the end of May, 2010. If funding is awarded for the three proposed projects, there is a two year timeframe in which the funding for the projects must be spent.

The **Safe Routes to School** program was contained in the 2005 federal transportation bill SAFETEA-LU, in an effort to provide a healthy alternative to riding the bus or being driven to school. As part of this program, each state receives funding based on the percentage of the national total of children in grades K-8. Safe Routes to School projects are designed to reduce traffic, fuel consumption and air pollution near primary and middle schools.

Development Impact – Wal-Mart Redevelopment

Central College Station residents also expressed concerns about traffic from the redeveloped Wal-Mart site after the planned expansion is completed. The City requires a Traffic Impact Analysis (TIA) to be performed on certain types of non-residential projects to determine any traffic impacts on surrounding roads and mitigation for those impacts. In the redevelopment planning of the Wal-Mart site, a TIA was conducted by HDR for Wal-Mart.

In its findings, a right turn deceleration lane to the driveway on Texas Avenue was identified as part of the mitigation required. The analysis also suggested a traffic signal at the driveway on Texas Avenue; however, this location does not meet optimal spacing to the Harvey Mitchell Parkway South and Texas Avenue South intersection. Instead, the signal will be placed at the Brothers Boulevard and Texas Avenue South intersection when Dartmouth Street is extended to that intersection. The intersection of Longmire Drive and Brothers Boulevard did not meet traffic signal warrant criteria, but will be studied again once the Wal-Mart construction is complete and traffic returns to a

normal pattern.

Key Planning Considerations

Thoroughfares

As set out in the City's Comprehensive Plan, context sensitive thoroughfares are proposed to meet the City's transportation needs and support its land use and character objectives. Context sensitive planning provides a functional classification of streets, which is based on the traffic service function they are intended to provide; a context through which the streets travel; the thoroughfare type, which outlines the design criteria of the street; and a specific cross-section design for the street or street segment.

The following is a description of the classification of streets in the Comprehensive Plan for the Central College Station planning area.

Maps 3.2, Thoroughfare Functional Classification, 3.3, Thoroughfare Context and 3.4, Thoroughfare Type, depict the existing location, functional classification, context and thoroughfare type for streets in the planning area.

Functional Classification

Street classifications are based on the traffic service function it is intended to provide and are grouped into classes based on the character of traffic and degree of land access they allow. College Station streets are classified into five categories: freeway/expressway; major arterial, minor arterial; major collector; minor collector; and local or residential streets. The functional classification identifies the necessary right-of-way width, number of lanes, and design speed for the streets. Collector streets are designed to collect traffic from residential streets and distribute the traffic to a higher classified street, such as an arterial or freeway in a safe and efficient manner.

The Central College Station Neighborhood has three functional classes of streets that serve the neighborhood: major collectors, minor collectors and local streets. Within the neighborhood, the existing functional classifications are adequate to serve the neighborhood, and no functional classification upgrades were deemed necessary.

Major Collector Streets - There are four major collector thoroughfares located in the neighborhood and they include Welsh Avenue, Rio Grande Boulevard, Longmire Drive, and Deacon Drive east of its intersection with Welsh Avenue. These streets are designed to serve vehicle traffic in the range of 5,000 to 10,000 vehicles per day. Currently, parking is prohibited along major collectors in the neighborhood.

Minor Collector Streets - There are five minor collector thoroughfares in the neighborhood, which include Brothers Boulevard, Balcones Drive, Edelweiss Avenue, Ponderosa Drive, and Deacon Drive west of Welsh Avenue. These streets are designed to serve vehicle traffic in the range of 1,000 to 5,000 vehicles per day.

Surrounding Streets - There are four thoroughfares that bound the Central College Station neighborhood and connect the neighborhood to the remainder of the City and region. These roads consist of two major arterials, Harvey Mitchell Parkway South and Wellborn Road; one minor arterial, Rock Prairie Road; and a freeway, State Highway 6. Traffic volumes along major arterials are generally in the range of 20,000 to 60,000 vehicles per day, while minor arterials operate with traffic volumes of 5,000 to 30,000 vehicles per day.

Figure 3.1

Central College Station Thoroughfares

Street Name	Cross Streets	Location	Context	Functional Classification	Type
Harvey Mitchell Pkwy S	Wellborn Rd to Welsh Ave	Perimeter	Urban	Major Arterial	Boulevard
Harvey Mitchell Pkwy S	Welsh Ave to Texas Ave S	Perimeter	General Suburban	Major Arterial	Boulevard
Texas Ave S	Harvey Mitchell Pkwy S to SH 6	Perimeter	General Suburban	Major Arterial	Boulevard
SH 6	Texas Ave S to Rock Prairie Road	Perimeter	-	Freeway	Freeway
Rock Prairie Road	SH6 to Wellborn Rd	Perimeter	General Suburban	Minor Arterial	Avenue
Wellborn Road	Rock Prairie Rd to Deacon Dr	Perimeter	General Suburban	Major Arterial	Avenue
Wellborn Road	Deacon Dr to Harvey Mitchell Pkwy S	Perimeter	Urban	Major Arterial	Boulevard
Welsh Ave	Harvey Mitchell Pkwy S to Rock Prairie Rd	Internal	General Suburban	Major Collector	Street
Rio Grande Blvd	Harvey Mitchell Pkwy S to Rock Prairie Rd	Internal	General Suburban	Major Collector	Street
Southwood Dr	Harvey Mitchell Pkwy S to Todd Trail	Internal	General Suburban	Minor Collector	Street
Longmire Dr	Harvey Mitchell Pkwy S to Rock Prairie Rd	Internal	General Suburban	Major Collector	Street
Brothers Blvd	Texas Ave S to Ponderosa Dr	Internal	General Suburban	Minor Collector	Street
Deacon Dr	Texas Ave S to Welsh Ave	Internal	General Suburban	Major Collector	Street
Deacon Dr	Welsh Ave to Wellborn Rd	Internal	General Suburban	Minor Collector	Street
Balcones Dr	Welsh Ave to Wellborn Rd	Internal	General Suburban	Minor Collector	Street
Ponderosa Dr	SH 6 to Rio Grande Blvd	Internal	General Suburban	Minor Collector	Street
Edelweiss Ave	Welsh Ave to Rock Prairie Road	Internal	General Suburban	Minor Collector	Street

Context

Context refers to the land use and character through which a street travels. There are five context classes within the City. The Central College Station neighborhood context is classified as General Suburban. General suburban context should focus on more residential activity on and around the street itself, and place an emphasis on preserving the residential character that surrounds it.

Thoroughfare Type

Thoroughfare type combines the information related to functional classification and context and establishes the design criteria of the street. There are two thoroughfare types identified in the City's Comprehensive Plan for the neighborhood: avenues and streets. An avenue integrates moderate traffic volume and speeds (not to exceed 35 miles per hour) with multi-modal transportation, such as transit, bicycling and walking. Streets are low speed, low volume roadways that have a great deal of access to surrounding land uses with speeds not exceeding 30 miles per hour.

Figure 3.1, Central College Station Thoroughfares, provides information regarding the functional classification, context and thoroughfare type for each thoroughfare within the neighborhood.

Presently, all existing thoroughfares within the neighborhood operate at or below their designed traffic service function in terms of traffic volume. The thoroughfares, as constructed, meet the minimum lane requirements, but do not have adequate right-of-way to fully implement the context requirements as outlined in the Comprehensive Plan. The lack of right-of-way mainly impacts the roadside zones where sidewalks, street trees, and other street furniture could be placed (See **Comprehensive Plan Chapter 6, Transportation** for adopted street cross sections). Because of the difficulty in retrofitting all of the thoroughfares, priority is placed on Deacon Drive and Rio Grande Boulevard as primary image corridors in the area. Additionally, road diets, or the reduction of pavement width, may be appropriate to accommodate context-sensitive street design.

Context-sensitive improvements can be made to streets, or segments of streets, within the neighborhood. The Comprehensive Plan calls for parking, bike lanes, and large roadside zones to accommodate safe and inviting pedestrian sidewalks on General Suburban major and minor collectors. Medians may also be appropriate in some instances, particularly when driveway spacing is insufficient for the thoroughfare type. Where driveways are too close, the median allows for limited access in order to reduce the number of turning movements that lead to most traffic incidents. However, retrofitted medians may impact traffic patterns and shift traffic to more accessible routes. Currently, Welsh Avenue, Deacon Drive, and Rio Grande Boulevard have sections where driveway spacing is insufficient to meet current standards.

A **warrant or engineering study** is used to analyze and provide justification for all traffic control signals and multi-way stop controls at intersections. As part of these studies, traffic conditions, pedestrian characteristics, and physical characteristics of the location are examined. In order to justify a traffic control signal the following factors are considered: eight-hour vehicular volume, four-hour vehicular volume, peak hour, pedestrian volume, school crossing, coordinated signal system, crash experience, and the roadway network.

Intersections

Through the public open house meetings, input from the Neighborhood Resource Team, and Staff evaluation, three intersections were identified for studies to evaluate the necessity for four-way stops. These intersections include Brothers Boulevard at Longmire Drive, Ponderosa Drive at Longmire Drive, and Brothers Boulevard at Deacon Drive (See **Map 3.5, Intersection Evaluation Areas**). Additionally, potential traffic control signal studies were identified for the following intersections: Deacon Drive at Wellborn Road, Brothers Boulevard at Deacon Drive, and Edelweiss Avenue at Rock Prairie Road.

Maintenance

Street maintenance is provided through the Public Works department. On an annual basis, the Streets and Drainage division conduct an inventory of streets, and rate each street on a variety of criteria like cracking, potholes, and other maintenance issues that require maintenance. When

a rating falls below a specified level, the street is then programmed for maintenance.

In 2009, a variety of improvements were made to the street network in Central College Station based on the rating system and citizen complaint, identified on **Map 3.6, 2009 Street Maintenance**. The majority of these improvements repaired potholes, and several streets also received seal coats.

In 2009, the City's annual evaluation process identified the following street sections for maintenance:

Figure 3.2
Street Maintenance Needs

Street	Cross Streets
Hilltop Dr	None
Airline Dr	Southwood Dr and Longmire Dr
Hillside Dr	None
Hawk Tree Dr	Southwood Dr and Brothers Blvd
Austin Ave	Southwood Dr and Brothers Blvd
Brothers Blvd	Todd Trail and Deacon Dr
Rio Grande Blvd	Harvey Mitchell Pkwy S and Airline Dr
Balcones Dr	Welsh Ave and Bandera Dr
San Saba Dr	East of Welsh Ave
San Benito Dr	East of Welsh Ave
Pierre Pl	Deacon Dr and Treehouse Trail
Sara Dr	None
Pinon Dr	None
Wildrye Dr	None
Bahia Dr	None

Thoroughfare Strategies:

The strategies developed for thoroughfares focus on bringing thoroughfares into compliance with context-sensitive design guidelines as outlined in the Comprehensive Plan, and ensuring roads and intersections are operating safely and maintained properly.

- **Program Continuation (M1.1)** - Continue to identify streets in need of maintenance or rehabilitation.
- **Coordinated Public Facility Maintenance (M1.2)** - Maintain and rehabilitate identified streets. Prioritization of projects should be based on health and safety first. Where streets have similar scores and maintenance is not health and safety, owner-occupied areas outlined in **Chapter 2, Neighborhood Integrity** should be prioritized for maintenance.
- **Coordinated Public Facility Investment (M1.4)** - Identify intersections that warrant further study for signalization or improved design for safety concerns, and conduct warrant studies.
- **Coordinated Public Facility Investment (M1.4)** - Conduct studies of intersections for safety improvements. Prioritize and program these improvement projects based on health and safety. Areas with higher traffic incidents should be studied first. Where intersections are rated equally, owner-occupied areas outlined in **Chapter 2, Neighborhood Integrity** should be prioritized. The following is a list of intersections identified for study during the planning process (see next page):

Street	Study Type
Longmire Dr & Brothers Blvd	4-way stop
Ponderosa Dr & Longmire Dr	4-way stop
Edelweiss Ave & Rock Prairie Rd	Traffic signal
Deacon Dr & Wellborn Rd	Traffic signal
Brothers Blvd & Deacon Dr	Traffic signal

- **Community Partnership Opportunities (M1.5)** - Partner with the Metropolitan Planning Organization (MPO) to collect relevant traffic data.
- **Construct context-sensitive street improvements (M1.6)** - Identify and construct context-sensitive improvements, like medians, wider sidewalks, landscaping to bring streets into compliance with street design cross-sections outlined in the Comprehensive Plan. Possible projects could include:

Improvement	Road	Purpose
Median	Deacon Drive	Traffic Safety
Median	Rio Grande Boulevard	Traffic Safety
Median	Welsh Avenue	Traffic Safety
Sidewalk	Edelweiss Avenue	Pedestrian Safety
Bicycle Lane	Deacon Drive	Bicycle Safety
Bicycle Lane	Rio Grande Boulevard	Bicycle Safety
Landscaping	where ROW width allows	Neighborhood Image
Road Diets	where necessary to accomplish bicycle or pedestrian improvements, and not needed for travel lanes	All

- **Construct context-sensitive street improvements (M1.7)** Implement the **Gateway and Image Corridor Plan** identified in **Chapter 1, Community Character** to increase attractiveness and usability of multi-modal transportation opportunities.

Bicycle and Pedestrian Mobility

Bicycle and pedestrian connectivity is part of a multi-modal transportation network that allows for the movement of people to and through the neighborhood as an alternative to vehicular travel. These non-vehicular modes of travel can help reduce overall vehicle miles traveled, congestion, pollution, and the costs associated with roadway expansion.

In an effort to improve bicycle and pedestrian mobility, the City recently adopted the *Bicycle, Pedestrian, and Greenway Master Plan*. This plan identifies and prioritizes improvements to the existing systems to enhance and encourage multi-modal transit. That plan identified a number of improvements for the Central College Station neighborhood that are outlined in their respective sections of this Plan.

Types of Facilities

Bicycle and pedestrian facilities can include a variety of items. The following define the various types of bicycle and pedestrian facilities that are utilized or are currently proposed for the Central College Station neighborhood:

Bike Lane - a designated part of the roadway that is striped, signed, and has pavement markings to be used exclusively by bicyclists.

Bike Route - a roadway that is shared by both bicycles and motor vehicles. Wide outside lanes and shoulders can serve as bike routes with signage.

Sidewalks - walkways alongside roads, typically five to eight feet wide, for pedestrians.

Side Path (Multi-use Path) - a wider sidewalk (10-12 feet wide) alongside a road with minimal cross flow by motor vehicles.

Greenway Trail (Multi-use Path) - all-weather and accessible paths for pedestrian and bicyclists. These are typically 10-12 feet in width.

Additional bicycle and pedestrian facilities include crosswalks, ramps, medians, signage, shelters and signals. These items all contribute to the overall identification, accessibility and safety of bicyclists and pedestrians.

Bicycle Connectivity

Bicycle connectivity in the Central College Station neighborhood in general is strong due to a relatively dense network of through streets within the neighborhood. Connectivity to all identified neighborhood centers is provided, with the exception of the following not having direct access via an existing bike route or lane: Navarro West Center, Steeplechase Park and the College Station Library. Connectivity to the remainder of the City is very strong to the north and south across Harvey Mitchell Parkway South and Rock Prairie Road. Bike lanes extend across Welsh Avenue and Longmire Drive to the north and south, with the bike lane on Rio Grande Boulevard connecting to a proposed multi-use path across Rock Prairie Road at Southwood Athletic Park. In addition, a bike route currently exists along Southwood Drive that crosses Harvey Mitchell Parkway South.

Map 3.7, Planned Bicycle and Pedestrian Improvements, shows existing bicycle facility improvements and any proposed improvements identified in the *Bicycle, Pedestrian and Greenways Master Plan*. Gaps in service are identified along Rio Grande Boulevard adjacent to Brothers Park and Deacon Drive adjacent to Brothers Park and Southwood Elementary School. Additionally, the *Bicycle, Pedestrian and Greenways Master Plan* proposes bike lanes along Edelweiss Avenue, Brothers Boulevard east of Longmire Drive and along Navarro Drive, which will connect to planned intersection improvements at Wellborn Road.

Pedestrian Connectivity

Pedestrian connectivity within the neighborhood varies from strong to weak. In general, connectivity in the Steeplechase and Edelweiss

subdivisions is strong with sidewalks located along most streets, with the exception being along cul-de-sac streets. In contrast, the area that is bounded by Brothers Boulevard, Deacon Drive, Rio Grande Boulevard and Airline Drive lack sidewalks on the majority of streets, with existing sidewalk segments only along portions of Todd Trail and two separate segments of Airline Drive. As shown in **Map 3.8, Existing Sidewalks**, pedestrian connectivity exists to all neighborhood centers, with one caveat - in order for pedestrians in certain areas to get to designated neighborhood centers via a sidewalk, a long and indirect route is necessary. During the planning process, several areas were also identified where there were gaps in the sidewalk network.

Bicycle and Pedestrian Strategies:

During the planning process, specific concerns were raised regarding safety, connectivity and accessibility in the neighborhood. As such, strategies in this section focus on improving upon those three aspects. These strategies incorporate elements identified in the *Bicycle, Pedestrian and Greenways Master Plan*, in addition to those identified during the planning process.

Bicycle Strategies

- **Coordinated Public Facility Investment (M2.1)** - Stripe, mark, and sign bike lanes in compliance with the *Bicycle, Pedestrian and Greenways Master Plan*.
- **Coordinated Public Facility Investment (M2.2)** - Provide signage for existing bicycle routes where signage is missing in compliance with the *Bicycle, Pedestrian, and Greenways Master Plan*. No changes to the existing prioritization from the Plan were identified.
- **Coordinated Public Facility Investment (M2.3)** - Continue bicycle lanes where there are current gaps in service for the bicycle network primarily on Deacon Drive and Rio Grande Boulevard.
- **Program Continuation (M2.4)** - Provide continued maintenance of roadways, markers and signage for bicycle transportation network.
- **Construct context-sensitive street improvements (M2.5)** - Enhance bicycle safety along thoroughfares through the neighborhood by utilizing traffic calming methods such as road diets and landscaped medians (See *Thoroughfare Strategies* for more information).

Pedestrian Strategies

- **Bicycle, Pedestrian, and Greenways Master Plan Amendments (M2.6)** - Amend the location of the proposed sidewalk that was identified in the *Bicycle, Pedestrian, and Greenways Master Plan* to adjust the proposed sidewalk on Adrienne Drive to Normand Drive, providing for more direct route from Deacon Drive to Rock Prairie Road, add sidewalks to Todd Trail between Brothers Boulevard and Longmire Drive, and sections of Fraternity Row and Deacon Drive.
- **Coordinated Public Facility Maintenance (M2.7)** - Identify and install or repair gaps or failing sidewalks and crosswalks in the existing sidewalk network. Priorities should be placed on health, safety, and ADA compliance first. Upon completion of those repairs, prioritization should next be placed on owner-occupied areas outlined in **Chapter 2, Neighborhood Integrity**.

- **Coordinated Public Facility Investment (M2.8)** - Install new sidewalks and associated crosswalks in compliance with the *Bicycle, Pedestrian, and Greenways Master Plan*.
- **Program Continuation (M2.9)** - Continue to provide maintenance of pedestrian facilities, including breaks or cracks in sidewalks, pavement markings and signage.

Bicycle and Pedestrian Strategies

- **Bicycle, Pedestrian, and Greenways Master Plan Amendments (M2.10)** - Amend the plan to include a multi-use path connection between Balcones Drive to Larry J. Ringer Library within Georgie Fitch Park in addition to the previously planned multi-use path from Steeplechase to Rio Grande Boulevard.
- **Coordinated Public Facility Investment (M2.11)** - Construct multi-use paths identified in the *Bicycle, Pedestrian, and Greenways Master Plan*.
- **Coordinated Public Facility Investment (M2.11)** - Identify and retrofit intersections with multi-modal uses for safety and accessibility improvements.
- **Identify opportunities to expand funding sources (M2.12)** - Utilize grant sources such as Safe Routes to School and Texas State Wide Enhancement Programs, to enhance funding opportunities beyond the general fund and bonds.

Bus Transit

As mentioned in the Existing Conditions Chapter, the Central College Station Neighborhood is served by two transit services: Texas A&M University (TAMU) and The Brazos Transit District. Within the neighborhood there are two TAMU bus routes and one scheduled route for Brazos Transit District. TAMU Transit currently only provides off-campus service to students, faculty and staff, while Brazos Transit District provides fixed route, paratransit and demand service throughout the City for the general public.

There are three existing bus shelters within the neighborhood, with two located along Longmire Drive and one on Welsh Avenue. In addition, a bus shelter is located just outside the neighborhood across Rock Prairie Road at the College Station Medical Center. The Welsh Avenue bus shelter is currently only utilized by TAMU riders, while the remaining bus shelters are utilized solely by District riders. This is primarily due to non-overlapping bus stops or having stops located across the street from one another. **Map 3.9, Bus Transit Network** shows the existing bus routes and stops in the area and any identified bus shelters. Overall, there are 18 TAMU Transit stops, and five Brazos Transit District stops in the neighborhood.

Current TAMU Transit signs indicate the route number.

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More comprehensive signage could include how to find route information, or contact information for the route without significant adding to the cost of the sign. This example, from the University of Texas-Dallas provides a phone number.



Brazos Transit District and TAMU Transit are currently evaluating the feasibility of operating an integrated bus system, whereby all residents could utilize both systems through a co-ridership partnership between the entities. This opportunity could reduce inefficiency in overlapping services. Additionally, a unified system would allow Transit District funding to be utilized for the upgrade of existing TAMU Transit stops.

Current potential obstacles to ridership include the lack of information regarding existing bus stops and routes, lack of clearly defined bus stops, length of bus routes and time it takes to arrive at a destination, and the lack of bus shelters.

Bus Strategies

The strategies in this section focus on promoting and increasing transit ridership within the neighborhood. These strategies provide opportunities for coordination of transit routes between the different entities, as well as transit stop improvements.

- **Community Partnership Opportunities (M3.1)** - Identify opportunities to collaborate and promote a co-ridership program between TAMU Transit and the Brazos Transit District.
- **Coordinated Public Facility Investment (M3.2)** - Coordinate with TxDOT, Brazos Transit District, TAMU Transit and CSISD to include transit services in capital projects, which would include items such as bus shelters, crosswalks and bus pull outs.
- **Coordinated Public Facility Investment (M3.3)** - Relocate existing bus shelter on Longmire Drive in from the east side of Longmire Drive to the west in order to better serve the TAMU Transit stop on opposite side of street.
- **Ongoing evaluation and indicator program (M3.4)** - Work with TAMU Transit and Brazos Transit District to identify existing stops with high-ridership to upgrade to a shelter.
- **Coordinated Public Facility Investment (M3.5)** - Provide signage and route information at scheduled bus stops.
- **Coordinated Public Facility Investment (M3.6)** - Provide crosswalks at locations where pedestrians will be crossing major thoroughfares in the neighborhood to reach a designated bus stop.
- **Identify opportunities to expand funding sources (M3.7)** - Utilize FTA/FHWA Livability Project Grants and other like programs to enhance funding opportunities for transit improvements beyond the general fund and bonds.